

• To-day's Advertisements.

NORDDREUTSCHER LLOYD.
NOTICE.

STEAM TO SHANGHAI.
THE Company's Steamship

"PRINZ HEINRICH,"
Captain H. Sumper, will leave for the above
place from No. 1 Kowloon Dock, TO-MORROW
the 27th instant, at Noon.
Steam-launch "BREMIA" will leave New
Peddar's Wharf at 11 A.M., to convey Passen-
gers on board the Steamer.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 26th July, 1899. [942a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.
THE Company's Steamship

"KWEIYANG,"
Captain Osterbridge, will be despatched as
above on FRIDAY, the 28th instant, at
Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th July, 1899. [899a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN,"
Captain Milroy, will be despatched for the
above Ports, on SATURDAY, the 29th instant,
at 3 P.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 26th July, 1899. [971a]

SHEWAN TOMES & CO.'S "NEW YORK"
LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE New Steamship

"YANGTSE,"
H. Allen, Commander, will be despatched for
the above Port, on MONDAY, the 31st instant,
at 6 P.M., instead of as previously advertised.
For Freight, apply to
SHEWAN TOMES & Co.,
Agents.

Hongkong, 26th July, 1899. [785a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.
THE Company's Steamship

"NANCHANG,"
Captain Flinlayson, will be despatched as above
on MONDAY, the 31st instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th July, 1899. [968a]

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"DIOMED,"
Captain Goodwin, will be despatched as above
on MONDAY, the 31st instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th July, 1899. [921a]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo impeding the discharge will be landed
at once.
Cargo remaining on board after the 29th
instant, at 2 P.M., will be landed at Consignees
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.
Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 26th July, 1899. [969a]

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"
ACCOUNT OF THE

1899 RACE MEETING

with TABULATED STATEMENTS OF PLACED
and UNPLACED PONIES, JOCKEYS and
OWNERS.

PRICE 50 CENTS.

Only a limited Number printed.
Send Orders early to
The Manager,
"HONGKONG TELEGRAPH" OFFICE,
50, Queen's Road Central.
Hongkong, 6th March, 1899.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVERT CAME ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Port, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
and Cuffs renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied if required.
The Superiority will also be most grateful
to any Ladies, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1899. [499]

Intimation.

A. S. WATSON & Co.,
LIMITED.

IMPORTERS OF HIGH-CLASS
SHERRIES.

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal
Capsule - \$10.80

C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule - 12.00

D.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red
Seal Capsule - 12.00

E.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule - 14.40

F.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) - 20.40

B, C, and D are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are
after-dinner Wines of a very superior
vintage. All are true Xeres Wines.

Sample bottles and smaller quantities
will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

BIRTHS.

On 7th instant, at H.B.M.'s Consulate, Naga-
saki, the wife of JOHN B. RENTERS, H.B.M.'s
Consular Service, Japan, of a daughter.

On 10th instant, at Yokohama, the wife of W.
K. WILSON, of a son.

At Kishino, on the 14th of July, the wife of
R. P. LANSER, I. M. Customs, of a daughter.

On the 26th July, at the Government Civil
Hospital, the wife of J. M. ATKINSON, M.B.,
MAKRIAGES.

On the 6th instant, at the Roman Catholic
Cathedral, Nagsaki, JEAN JULIEN SIROT, to
ANNA LOUISE, the eldest daughter of E.
Balmes.

On Wednesday, July 12th, at Trinity Church,
Tsukiji, Tokio, Miss EMILY VERBECK, daughter
of the late Rev. Guido F. Verbeck, to HENRY
T. TERRY, Esq., of the Imperial University.

DEATHS.

At Nagsaki, on the 7th inst., WILLIAM
HENRY DYING, aged 64 years.

At Nagsaki, on the 8th inst., FRANCOIS JEAN
BAPTISTE EDOUARD BALMES, aged 57 years.

On the 10th instant, at Zurich, Switzerland,
Mr. C. BRENNWALD, of the firm of Siber,
Brennwald & Co.

At Shanghai, on the 16th of July, HANS
ANDREAS THORKESEN (Norwegian subject),
former Lightship mate at Taku.

At the Shanghai Brewery, Markham Road,
on the 16th instant, HENRY DOWELL PATCH,
aged 44 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 26, 1899.

NOTES AND COMMENTS.

THE ALASKAN BOUNDARY DISPUTE.

The Russian Boundary Dispute, to which
the Reuter's telegram that we publish to-day
refers, is one of a peculiar nature and would
certainly never have arisen had it not been
for the discovery of the immense gold
deposits of the Yukon district, otherwise
known as the Klondyke. The point in dis-
pute is as to the situation of the boundary
between the Dominion of Canada and the
United States territory of Alaska. A glance
at the map of North America will show that
Alaska is situated at the extreme north-
western corner of the North American con-
tinent and is divided from Canada by a line
drawn from Demarcation Point, on the
Arctic Ocean, through the 141st meridian
to Mt. St. Elias, in the Yukon Range, near
the Pacific coast, from where the boundary
branches off in a south easterly direction and
follows the contour of the coast line to a
little beyond the 55th parallel, thus giving
Alaska a long strip of the coast-line of
Canada.

THE RIVAL CLAIMS.

Alaska formerly belonged to Russia and,
in 1825, an Anglo-Russian treaty was drawn
up defining the boundary line between Alas-
ka and British North America. In 1867 the
United States purchased Alaska from Russia,
and from that date until the discovery of
gold on the Yukon there has been no ques-
tion as to the boundary line. Now, however,
it is found that if the American boundary
is taken as the correct one, a difficulty arises
as to the approach to goldfields lying in
British territory, the most convenient and
shortest routes being closed on account of
their "savage" terminus lying in American
territory. The Anglo-Russian treaty of
1825, says forth, "The boundary of this
narrow strip, as being drawn at a dis-
tance of ten set leagues from the coast line,
in the treaty the word 'coast' appears and
the dispute is based upon the meaning to

be attached to it. The Canadians contend
that "ocean" means the high seas without
the fringe of islands bordering the coast,
while the Americans contend that it in-
cludes the land-locked waters within the
islands. As may be judged by the tone of Sir
WILFRED LAURIE's speech, feeling in
Canada and the States has run high on the
matter, and it is to be hoped that a satisfactory
solution of the question may be arrived at
without the trouble of referring the matter
to arbitration.

TELEGRAMS.

(By Telegraph.)
Special to the "Hongkong Telegraph."

A SECRET TREATY.

TIENTSIN, July 26th.

It is stated that a secret treaty has been
made between the Japanese and Chinese
Governments and that the document has
been signed, sealed and delivered. It may
be that this is a spoke in the wheel of
Russia.

A GRAND REVIEW.

TIENTSIN, 21st July.

Ten thousand Chinese troops were re-
viewed at Shanhaiwan yesterday by Chinese
officers and the forts were inspected.

[These telegrams have been greatly delayed in
transmission, having been forwarded by post
from Swatow.—Ed., H. K. T.]

REUTER'S TELEGRAMS.

THE TRANSVAAL QUESTION.

LONDON, 21st July.

The Times Correspondent at Pretoria says
the Uitlanders have been given to understand
that the Imperial Government will not abate
Sir Alfred Milner's demands. The real crisis
therefore is believed to be within measurable
distance.

CANADA AND THE UNITED STATES.

In the Dominion House of Commons Sir
Wilfred Laurier, referring to the Alaska dispute,
said that the United States refused to com-
promise. Nobody dreamed of war, consequent-
ly arbitration alone remained and he hoped the
Canadians would remain patient a few months
longer.

[From Japanese Papers.]

AGENTS AND THE NEW PATENT
LAW.

TOKYO, July 14th.

According to the new Patent, Trade Marks
and Designs Law, those who are now practicing
as patent agents, with the exception of those
having special qualifications for the profession,
will have to be approved by the Examination
Committee. The Committee held a meeting
to-day to consider the applications of candidates,
when nine were declared to be qualified. Mr.
Bernan Keswell, a German, and Mr. W. Silver
Hall an Englishman, will be registered as
Patent Agents.

SUMMER VACATION OF THE
GOVERNMENT.

TOKYO, July 14th.

All the Government departments have now
entered upon their summer vacation, with the
exception of the Foreign Office, where all the
officials are hard at work in connection with
the preparations for the operation of the new
Treaties.

PRINCE HENRY.

GRUY, July 13th.

Prince Henry has abandoned his intention
of visiting Gifu to see the cornmunt fishing.
The Gifu Kencho has arranged to present the
Prince with some photos of the scene of the
fishing with a written explanation.

DAMAGE BY FLOODS.

TOKYO, July 13th.

Mr. Tanaka, an expert in the Agricultural
and Commercial Department, who was sent to
report on the damage caused by the recent
floods in Tokushima prefecture, has telegraphed
that the crop of indigo, the staple product of
the prefecture, is estimated to have been reduced
by one half, and that some damage has been
done to other crops.

ERUPTION OF MOUNT ASAMA.

TOKYO, July 12th.

A telegram from Nagasaki yesterday states
that a serious eruption took place at night on
Mount Asama (a noted volcano in Shinano
province, near Karuzawa), but no damage was
done.

THE GERMAN RAILWAY IN
SHANTUNG.

TOKYO, July 12th.

The German Railway Company at Tsin-tao,
Shantung Province, is advertising at Tientsin
for tenders for the work of constructing the rail-
way from Tsin-tao to Tsinan-fu, some 23
Japanese miles.

A NEW PRIVY COUNCILLOR.

TOKYO, July 12th.

Viscount Shinagawa, the leader of the late
National Union Party, has been appointed to be
a Privy Councillor.

THE KOBE WATERWORKS LOAN.

TOKYO, July 12th.

The interest on the Kobe Waterworks loan,
the raising of which was undertaken by Mr.
More, the manager of the American Trading
Company at Yokohama, is 6 per cent. per
annum. The loan is to be repaid within 40
years.

TO BRING HOME A NEW CRUISER.

TOKYO, July 12th.

The officers commissioned to bring home the
cruiser Iwate left for England by the Kama-
kura-maru from Yokohama to-day.

TRAGEDY AT YOKOHAMA.

ARREST OF AN AMERICAN.
TOKYO, July 12th.

About 8 A.M. to-day a Japanese woman,
named Tono-oka, the keeper of a bar,
house at No. 123, a girl named Sumiko Aki,
maid in the house, and an American man,
Elison Ward, aged 22, were found murdered.
After making inquiries the police have arrested
an American named Robert Miller, who was
staying at No. 160. It is supposed that the
crime was committed out of jealousy.

THE NEW TREATIES.

TOKYO, July 12th.

To-day being the first day of the operation of
the new Treaties, the Ministry of Foreign
Affairs, paid a visit to the Imperial
Palace, and offered congratulations for the
occasion.

SURIMONOSKI, July 17th.

The ceremony to celebrate the opening of the
new Treaties and the opening of Shimono-
noski to foreign trade was given in the Higher
Elementary School here to-day. There were
present over 700 gentlemen, among them Gov-
ernor Furusawa and other high officials of the
prefecture. Subsequently a garden party was
given.

Business will be suspended in the city to-day
and to-morrow, and the city will be in *flor*.
All the vessels in the harbour were dressed
with flags, and the national flags were displayed
by the houses of foreigners.

[The occasion was also celebrated at Hiro,
Shima, Mitajiri, Tau, Fukui, Toyama, Kanazawa,
Shizuoka, Aomori and other places.]

RAILWAY ACCIDENTS.

TWO FATALITIES.
TOKYO, July 17th.

A telegram from the Governor of Niigata to
the Home Department states that at 4 p.m. on
the 16th inst., a train on the Hoketsu Rail-
way overturned at Takegahara, near the Kaki-
zaki Station. Two persons were killed instantly
and 20 others seriously injured.

NARA, July 17th.

At 8 o'clock this morning the locomotive of a
train on the Kansai Railway was derailed at the
Maibutsu Station and the traffic had to be
suspended. Traffic was not resumed till 4 p.m.

NAGANO, July 17th.

A goods train was derailed between Arai and
Sekiyama on the Government line to Nagatsuta,
and the rails are bent.

WEATHER REPORT.

The Observatory report says:—

On the 26th at 11.50 a.m. The barometer has
risen moderately on the China coast, fallen
slightly in the extreme North. Pressure is low
over E. Japan and the N. part of the Sea of
Japan, normal in S. China and highest in the
Pacific near the Loochoos. Gradients gentle
on the China coast. FORECAST.—Variable
winds, light; fair at first, probably thunder
showers later.

A FOREIGNER died on the 16th inst. of heat
apoplexy in a sailor's boarding-house off the
Woosung Road, Shanghai.

We must congratulate our worthy P.M.O.
upon the arrival of a son and heir. We trust
that he will long live to be a credit to the
house of Atkinson.

THE Un'Loong Murder Case was adjourned
this morning until 10.30 a.m. to-morrow, owing
to the indisposition of Mr. J. J. Francis, Q.C.,
the counsel for the defence.

THE China Gazette understands that the
French authorities at Kwan-chow-wan and
Mon-kay are enlisting the Chinese for service
in the Chinese military force they are about to
raise there, similar to the British at Weihaiwei.

We hear that a lamp got upset on the tram
the other night and occasioned considerable
alarm by the blaze it made. The situation
was saved by the pluck of one of the R.W.F.
men who extinguished the fire at the expense
of his trousers. He will have to pay for a
new pair as a memento of his presence of mind.

SANITARY INSPECTOR FISHER brought seven
Chinamen before His Worship this morning,
for neglect of complying with the ordinance
referring to whitewashing. Five were fined
\$10. One, who said that he had whitewashed
his buildings in April last, was remanded for
further evidence, while the seventh pleaded he
was not the owner and the case was adjourned.

A CHINAMAN, in the employ of the Dairy Farm
as shroff, was this morning, at the Magistracy,
sentenced to eighteen months' hard labour for
obtaining money by means of bills and cheques,
to the amount of \$17.30, knowing the same to
be forgeries. Prisoner, who was brought back
from Macao on an extradition warrant by In-
spector Sullivan, pleaded guilty to the charge.

LAST night a very enjoyable concert was given
at the Kowloon Institute by the pupils of the
Bellios Public School and Queen's College.
There was a good attendance, and the audience
was an appreciative one. Of the vocalists,
Misses Parker and Chun Yut, and Messrs. C.
and M. D. Silas, C. Hayward and Sheffield
deserve particular praise, the remainder con-
tributing a full share towards the enjoyment of
the evening. Miss King accompanied most of
the songs.

VICTORY CHANGE Chih-tung has recently made
a further change from the old lines of conser-
vation by now sending his important dispatches
to Peking by steamer, under the care of special
messengers, instead of mounting these men
and sending them overland as has been the
custom for twenty centuries in China and is
still among the other high officials of the
Empire. H.E. Chang is thus able to gain a
fortnight or so by this new departure. Doubt-
less H.E.'s example will be followed by other
Viceroys and Governors—in time, when they
can do so safely without being stigmatised as
"Reformers" by Peking bigots.

THIS morning at the Magistracy three Chin-
amen were summoned by the Sanitary Board
as owners of houses not in a habitable con-
dition, constituting a nuisance and being a danger
to health. Dr. Clarke gave evidence of the
condition of the houses and how in the case of
one house the defects could be remedied, while
in the other two houses they were absolutely
unfit for human habitation. In the case of one
house the owner's architect had said that the
building was not fit. His worship said it
was a very strong measure to take to pro-
nounce them unfit for habitation and that he
would adjourn the summons until noon on Sat-
urday, to enable the owners further time to
take the required measures.

THE PLAGUE.

Cases reported to 25th instant.

Do. do. during past 24 hours.

Total.

Deaths reported to 25th instant.

Do. do. during past 24 hours.

Total.

Quarantined seamen at class (old system).

Seamen, 2nd class (old system).

Boys.

Children.

Seamen, 1st class (old system).

Boys.

Children.

Seamen, 2nd class (old system).

Boys.

Children.

Seamen, 1st class (old system).

Boys.

Children.

Seamen, 2nd class (old system).

Boys.

Children.

Seamen, 1st class (old system).

Boys.

Children.

Seamen, 2nd class (old system).

Boys.

Children.

Seamen, 1st class (old system).

Boys.

Children.

Seamen, 2nd class (old system).

Boys.

Children.

Seamen, 1st class (old system).

Intimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU.....	NAGASAKI, KOBE and YOKO-	To-morrow, 27th July, at
E. W. Hsawell.....	HAMA.....	Noon.
KAMAKURA MARU.....	MARSEILLES, LONDON & ANT-	To-morrow, 27th July, at
N. Trent.....	WERP via SINGAPORE, PENANG,	4 P.M.
*KINSHU MARU.....	COLOMBO and PORT SAID.....	
W. Bmdy.....	VICTORIA, B.C. and SEATTLE,	To-morrow, 27th July, at
YAWATA MARU.....	U.S.A. via KORE and YOKOHAMA,	4 P.M.
A. E. Moses.....	THURSDAY ISLAND, TOWNS-	FRIDAY, 28th July, at
	VILLE, BRISBANE, SYDNEY	4 P.M.
	and MELBOURNE.....	
SENDAI MARU.....	VLADIVOSTOK, via SWATOW,	THURSDAY, 3rd August, at
H. Petersen.....	ANOV, SHANGHAI, WEI-HAI-WEI,	Noon.
MIKE MARU.....	CHEFOO, CHEMULPO & NAGASAKI	THURSDAY, 3rd August, at
S. Kawamuro.....	KOBE and YOKOHAMA.....	4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Cargo and Passengers for VLADIVOSTOK will be forwarded on from NAGASAKI by S.S. "KOSAI MARU."

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 26th July, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES,
LEGHORN AND GENOA,
(DIRECT WITHOUT TRANSSHIPMENT.)
Having connexion with the Company's Mail Steamers to VENICE, TRIESTE, ODESSA,
NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE,
NORTH and SOUTH AMERICAN PORTS up to CALLAO,
AND

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*DOMENICO BALDUINO.....	Cannepa.....	5th August.
*SINGAPORE.....	Pizzarello.....	2nd September.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO., Agents.

731a)

SETTING UP OF DISTILLERIES

Rice—Corn—Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories—Preserves Factories

Laboratories of Druggists—Essences Factories

STEAM KITCHENS

ECROT & GRANOZ, Rue Mathis, PARIS

Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Soid by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the

EMPIRE OF CHINA—

WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road,

Central, Hongkong.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

LERS AND WATCHMAKERS.

Sole Agents in the East for the celebrated

CLEMENT, HUMBER and GLADIATOR Co., Ltd.,

Dunlop Tyres, Bicycles, &c. Prices, \$160.

A special reliable Watch made for this Climate.

Quality, Accuracy, and Price.

Quality, Accuracy, and Price.

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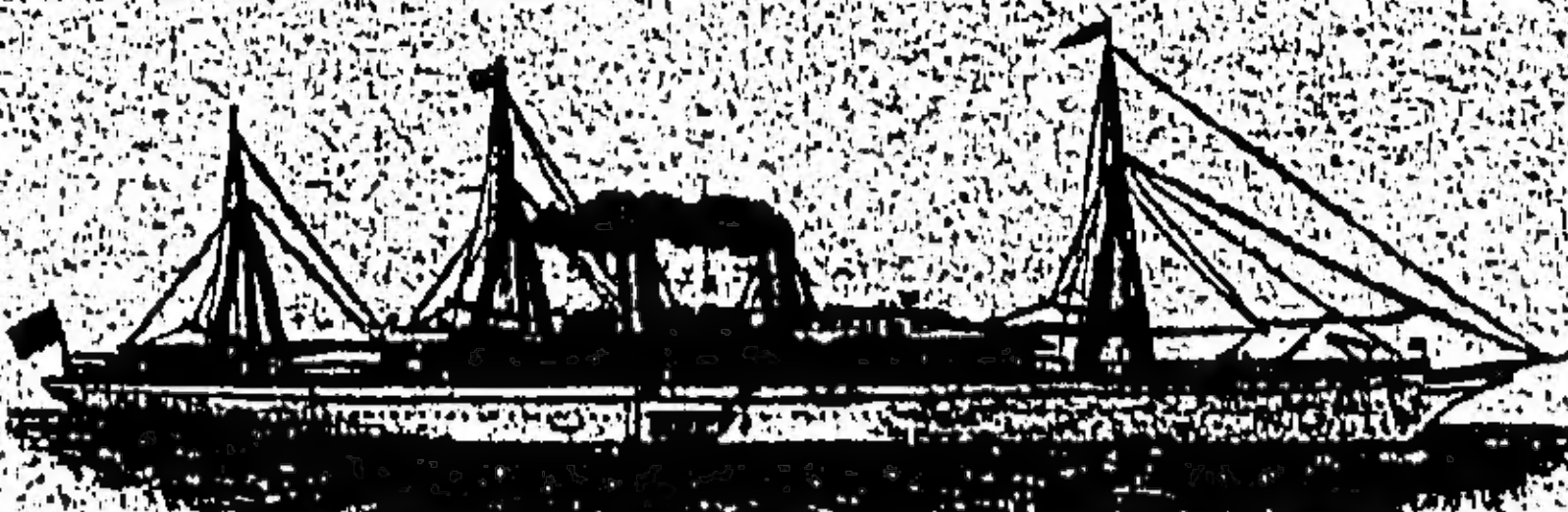
Quality, Accuracy, and Price.

Quality, Accuracy, and Price.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1899.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 9th Aug., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 30th Aug., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 27th Sept., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC COAST RAILWAY, which runs daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street, [3].

Hongkong, 19th July, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 3rd Aug.,
at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 29th Aug.,
at Noon.

HONGKONG MARU
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, 23rd Sept.,
at Noon.

THE Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
THURSDAY, the 3rd August, at Noon, taking
Freight and Passengers for Japan, the United
States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail-
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION
PACIFIC, DENVER and RIO GRANDE, and
NORTHERN PACIFIC RAILWAYS, also the
CANADIAN PACIFIC RAILWAY, on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Hotel
Packages will be received at Office until 3 P.M.
same day. All Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo de-
stined to ports beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th July, 1899.

Hotel.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from 2nd
FLOOR to each of the BOARD-
ING DECKS.

MONTHLY RATES GIVEN NOW.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,811 | A. Dixon... July 29.
Glenogle... 3,750 | R. D. Jones... Aug. 8.
Olympia... 2,837 | J. Truebridge... Sept. 2.
Victoria... 3,502 | J. Panion... Sept. 12.

* Calling at ANOV.

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Lennox... 3,677 | Williamson | Aug. 19.
Columbia... 2,976 | Dobson... Sept. 25.
Montmouthshire... 2,874 | W. A. Evans | Oct. 7.
Lennox... 3,677 | Williamson | Nov. 4.

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables.
DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Points.

Consular Invoices of Goods for United States
Points should be in quadruplicate, and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.

General Agents.

Hongkong, 19th July, 1899.

THE PENINSULA AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL and
other ports in the East.)

THE Steamship

"COROMANDEL."

Captain F. W. Vison, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 5th
August, at Noon, taking Passengers and Cargo
for the above Ports.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London
other Cargo for London &c. will be conveyed
via Bombay.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 21st July, 1899.

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE COMPANY, LTD.

Having appointed Agents for the sale of
Ice at Kowloon, the Company's Office is
situated at the corner of Queen's Road and
Barnard's Quay, HONGKONG.

Mails.

NORDDEUTSCHER
LOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINE.

(East Atlantic Service.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
E. RICKMERS.....	HAYRE and HAMBURG.....	and August.
H. Jacobs.....	(LONDON with transshipment in HAMBURG)	About 6th.
*SILESIA.....	HAYRE and HAMBURG.....	August.
Behrens.....	(LONDON with transshipment in HAMBURG)	About 17th.
WITTENBERG.....	HAYRE and HAMBURG.....	August.
Madsen.....	(LONDON with transshipment in HAMBURG)	About 31st.
ALESIA.....	HAYRE and HAMBURG.....	August.
Knuth.....	(LONDON with transshipment in HAMBURG)	About 6th.
SAXONIA.....	HAYRE and HAMBURG.....	September.
Krech.....	(LONDON with transshipment in HAMBURG)	September.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

981)

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO
AND SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to Japan Ports
and HONOLULU, the UNITED STATES,
MEXICO, CENTRAL & SOUTH AMERICA, &c.
Carmarthenshire... 2,729 | about | July 30.
Carlsle City... 3,002 | about | Aug. 15.

Thyra... 3,406 | about | Sept. 15.

Belgian King... 3,379 | about | Oct. 15.

THE Steamship

"CARMARTHENSIRE"
will be despatched for SAN FRANCISCO and
SAN DIEGO, VIA NAGASAKI, KOBE,
YOKOHAMA and HONOLULU, on or about
the 30th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo de-
stined to ports beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 15th July, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, 11th Aug.,
at Noon.

City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 20th Sept.,
at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Tuesday, 1st Oct.,
at Noon.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 11th August, at Noon,
taking Passengers and Freight for Japan, the
United States and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and Passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail-
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
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to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Hotel
Packages will be received at Office until 3 P.M.
same day. All Parcel Packages should be
marked to address in full; value

SINGAPORE AND THE SOUTH

From Straits Papers.

Seven Hours A Day.

Mr. Spooner, the Selangor State Engineer, in his report for 1898, notes that the working day in Selangor for Tamil and Javanese coolies is a short seven hours. It is supposed to be from 6 a.m. to 2 p.m., but in practice it means from 6 a.m. to 2 p.m. The working hours in Ceylon for Tamil coolies are from 6 a.m. to 4 p.m. on estates, and in the P.W.D. and Railway Departments from 6 a.m. to 12 noon and 1 p.m. to 5 p.m., or ten hours against the short seven. This, says Mr. Spooner, cannot be corrected by one department singlehanded. It would be necessary for all Government Departments to act in unison and so reduce the cost of work by obtaining 94 days of ten hours more work per coolie per annum, for the same total wage as now paid—presuming, of course, the coolies work every day in the year excepting Sundays.

Fatal Accident At Singapore.

A shocking fatality occurred on board the Japanese mail steamer *Isaba Maru*, off the Borneo Wharf, on the night of 17th inst. One of the hatches had been only partially placed over the empty hold, when the third officer stepped on to it for the hatch immediately tilted up and the unfortunate officer fell to the bottom of the steamer where he struck the iron-work and sustained terrible injuries. Assistance was rendered as quickly as possible, but the officer expired in the course of a quarter of an hour. Death was due to serious internal injuries and to concussion of the brain. The sad feature of the case is that the deceased has a wife and had only recently received news that he had been appointed to a good post at the Cape of Good Hope.

Sarawak News.

TAXATION ON PEPPER AND TIMBER.

The Supreme Council of Sarawak met on the 12th June. The Rajah informed the members of his intention of putting an extra tax on pepper in consequence of its unusually high price in the market. There would be also a small yearly payment as rent for land cultivated or taken up for cultivation, according to the value of the products planted on which no payment had been made heretofore. There was no doubt that the planters were making enormous profits. H. H. said he considered that a just share should go to the revenues. The Rajah then intimated that he had decided upon a tax on timber so as to restrict felling operations. There was now a scarcity of hard woods in the market at the capital. On and after the first of August next, timber-fellers must take out permits. A timber tax of ten per cent. on the value was also imposed.

The Real Malay.

SCARED BY SMALL-POX.

In a letter from Jalore, in Siamese Malaya, Mr. Skeat, now expiring there, says—
The country is quiet enough. Many of the people, including the Rajah have fled from fear of small-pox, owing to a death from that disease in a house near here. Many of the houses of those who have not fled were "quarantined" for ten days by the Rajah of Raman's medicine man.
A rope of rattan is stretched entirely round the fence of the Campang (the Campangs are generally fenced round) and a rope of lalang leaves and white thread with queer slip-knots are put round depending from it are stretched across the top of the gate. In the gateway are buried, extending into a clearing of the "Buda Pili," which is supposed, owing to its bitterness, to scare away the small-pox spirits. The road from Biserat to Jalore is similarly defended against the spirits, the object being to stop them from pursuing travellers on the road. Small-pox has been bad in Petani, but the people do not run from it there as the up-country folk do.

Selangor Railway Rates.

The *Malay Mail* gives a report of the meeting between the Resident-General and a deputation which sought to move him to reduce the recently increased railway rates in Selangor. The Resident-General, after successively demolishing the arguments for reduction, thus put the case for the increase—
The first part of the new through line was opened a few days ago in Province Wellesley. I went to Province Wellesley and Mr. Hanson asked me about rates, and I think went into the rates he was charging in Penang. I said these rates are too low and there is no railway in the world with rates like these. He said that was so. It is the worst thing in the world to open a railway, fix rates, and then raise them immediately afterwards. If they are found to be too high it is quite easy to reduce them; if they are too low it is extraordinarily difficult to raise them. We looked into the gharry rates and we there and then fixed a cents a mile for third class, with corresponding rates for second and first class. But it appears that afterwards the Resident of Penang sent me and said that as rates had been fixed in the Province, and the railway would join on to Penang line, it was necessary to have the same rates all over the line and I agreed. I am sorry that you have not produced any single argument for reduction of the rate, or anything to show that the rate is unfair. I do not see how I can ask either of the Residents of Penang or Selangor to reduce the rates that have been fixed.

THE LESSON OF THE "MOHEGAN"

The loss of the *Mohegan* leads Mr. John Hyslop in *Harper's* to suggest "needful precautions for safe navigation." Chief among these is that the entire direction of the ship's course should not be left to the captain alone but should be shared with other officers. The danger which always attends even the momentary aberration of a single fallible mortal would then be reduced. The captain of the ill-fated vessel was declared to be unfitted to officers looking at charts while going down channel. "Among sea-captains and officers," says the writer, "there is a common opinion that any examination of a course given by a captain would in the majority of cases be resented." He suggests that the course should be checked by an officer under the captain to be checked of course by him; that while the officer checks the charts should be checked by the captain; and that the position and course should be marked by the officer, reduced from duty and checked by his successor. They industrial disadvantages resulting from the European employer refusing to receive suggestions from his men, such as American masters welcome, have been recently pointed out in trade magazines. The *Democrat* in the workshop has proved its economic superiority to the *Industrialist* in the laboratory. The *Democrat* is the man who is not afraid to suggest improvements, and the *Industrialist* is the man who is not afraid to receive them.

STRANGE INTERMENT OF A EUROPEAN.

In the *Singapore Free Press* of Monday, the joint intimation was made of the discovery on the previous day of the body of a European washed up on Blakan Mati, who had been evidently drowned from, or in trying to reach, some ship in the harbour. This proved on inquiry to be the body of an American sailor missing from the U.S.S. *Yosemite*. No inquest appears to have been held.

The sequel is a curious one. As a well known local resident was walking on the shore of Pulau Drant Island about 40 yards from the Borneo Company's dynamite stores he came upon a little group on the beach busy over some excavation about 3 yards above high-water mark. This consisted of a European policeman, two soldiers in khaki, and two Chinese coolies, and the job in hand was the digging of a grave. The visitor naturally made an enquiry, and though the policeman was evidently indisposed to be communicative, it was elicited that the grave was intended for the burial of a drowned European.

"Oh, that will be the American" from the *Yosemite* (giving the proper accent to the four syllable word).
"No, it's the man off the *Yosemite*," was the reluctant reply.

The "man off the *Yosemite*" was not visible just then, but was doubtless lying close at hand, ready for his "six-foot" of Pulau Drant beach.

It seems strange that this should have had to be done, when no doubt the American Consul here would have been willing to have seen the dead man get respectable burial at Bukit Timah Cemetery. There looks to be just a little too much of the "tip-hin-in-the-hole" about the incident to be entirely agreeable to the unscientific prejudices of common or garden humanity.—*S. F. Press.*

MARRIAGES MADE IN FRANCE.

SOME CURIOUS COMPLICATIONS.

The following is not the plot of a Palais Royal farce but a true story from the law courts, reported in the course of a case that has just been pleaded. In 1886 the Duties and the Gertons, at the time two newly-married couples, lived in adjacent villas in a suburb of Paris. The two households were on the best of terms. The idea seems first to have occurred to M. Dutet that their union might be even closer than it was. He laid siege to the heart of Mme. Gerton, and with such success that his wife at length divined what was afoot. Her views, however, as to the length to which neighbourliness can go were as large as those of her husband, and she proposed to M. Gerton, who was delighted at the suggestion, that the most philosophical way to take the situation was for them to fall in love with one another in turn. And the two couples, having thus paired off afresh, felicitously reigned in those suburban villas. Admirable though the arrangement was found it seemed to the persons concerned that it could be improved on, or at any rate secured against possible accidents. The quartette had ceased by this time to make any mystery between themselves of their mutual inclinations. In the circumstances it would be just as well to everything, a clear and recognized footing. The two husbands, in consequence, drew up, and signed, a deed in which it was formally set forth that each of them, being "sound of mind and body," ceded his wife to the other and bound himself over not to institute divorce proceedings. Before long it was agreed to waive this latter clause. Unions so blissful deserved to be sealed by marriage. Accordingly and in connivance each of the husbands called in, as French law provides, the local police commissary, who established that the indispensable formalities which must precede the grant of a divorce had been duly accomplished. The court of first instance, however, refused a divorce in each case on the score that the petitioners were "unworthy of legal assistance." A higher court was more amenable to reason. The divorces were granted and Mme. Gerton became Mme. Dutet, and Mme. Dutet became Mme. Gerton.

For a while everybody was perfectly happy, until a little later M. Gerton discovered that in the re-stuffing of the cards all the children had fallen to his share. Not only had he kept the two children of his first marriage, but he had taken over the three children belonging to the original Mme. Dutet, become the second Mme. Gerton. Now, although M. Gerton admits being fond of children he believes in the principle of share and share-alike. In the matter of expenses, in consequence he calculated what the five children have cost him to rear, and asked his friends at the neighbouring villa to pay half the amount. They declined the invitation and M. Dutet has been obliged to pay the full sum for the time being. It is the trial of this action that has revealed the curious domestic complications just narrated. The verdict will not be given for another week, but between then and now an amicable arrangement should have been arrived at between the persons connected by such unusual ties.

TROPICAL DISEASES.

The Liverpool School of Tropical Diseases is sending out to the West African coast a special expedition to investigate the causes of malaria and other diseases. The expedition will be headed by Major Ross, the recently appointed lecturer, and will include Dr. Sunnelt, the demonstrator to the Liverpool School. They start for Sierra Leone early in August, when the malarial season is at its height, and the conditions are most favourable for research. Major Ross hopes to prove his theory that malaria is caused by the bites of a certain species of mosquito. The expedition will determine whether it is possible, by filling up the particular puddles in which they breed, to exterminate malaria in a given district. The school in Liverpool opened last April by Lord Lister, is steadily progressing. The special ward at the Royal Southern Hospital set apart for the clinical instruction of the school has been full to overflowing ever since with typical cases of malaria and other tropical diseases. The school is now open to receive from the Colonial Medical Service, in London, those who are intended for service in the tropics and will then at the expense of the Liverpool School. The offer was accepted.

WHITE HOLES.

When Lord Charles Bessborough was in the West Indies, he was once asked by a local official what he thought of the "white holes" in the islands. He replied that he thought they were a very good thing, as they were a great improvement on the "black holes" of the old days.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SANDAKAN.
THE Company's Steamship.
"MAUSANG."
Captain I. Kynoch, will be despatched as above TO-MORROW, the 27th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 26th July, 1899. [949a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship.
"CHANGSHA."
Captain Moore, will be despatched as above TO-MORROW, the 27th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th July, 1899. [952a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.
"HAI TAN."
Captain Roach, will be despatched for the above Ports, on FRIDAY, the 28th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 25th July, 1899. [967a]

THE OSAKA SHOSHEN KAISHA.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship.
"TAMSUI MARU."
Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 30th instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 24th July, 1899. [962a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship.
"CHELYDRA."
Captain Davies, will be despatched as above on MONDAY, the 31st instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 22nd July, 1899. [960a]

FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship.
"GHAEZE."
will be despatched for the above port on or about the 31st July, 1899.
At intervals of 2 weeks.
"ARGYLE."
"JOHN SANDERSON."
"AFGHANISTAN."
For Freight or Passage, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 12th July, 1899. [900a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship.
"CHANGSHA."
Captain Moore, will be despatched on SUNDAY, the 6th August, at Daylight.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine Room, and is fitted with a Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.
M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st July, 1899. [953a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship.
"INDRALEMA."
Captain Baker, will be despatched as above on or about the 12th August.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 21st July, 1899. [950a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Full-powered Steamship.
"PISA."
will be despatched as above on or about the 15th September.
The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 17 knots per hour.
For Freight or Passage, apply to
CARLWITZ & Co.,
Agents.
Hongkong, 18th July, 1899. [938a]

Intimations.

NOTICE.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this day been removed to No. 40, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. Powell & Co.) to which address all communications should be addressed.
E. H. SKERATCHEY,
Manager.
Hongkong, 14th May, 1899.

LET THEM ALL COME

YIP CHUNG STUDIO

RENTAL OF PHOTOGRAPHIC APPARATUS, and other photographic equipment, on hire, at the lowest rates, and on the most liberal terms. YIP CHUNG STUDIO, 10, QUEEN'S ROAD CENTRAL, HONGKONG.

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOI AND SHANGHAI.
The above steamer having arrived, Consignees of Cargo are hereby notified to send in their bills of lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 26th July, 1899. [942a]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.
THE P. & O. S. N. Co.'s Steamship
"PARRAMATTA."
Consignees of Cargo by the above-named vessel are hereby notified that their Goods are being landed at their risk in the Hongkong, Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivered as soon as the Goods are landed.
This vessel brings on Cargo—
From London, &c., via S.S. *Oriental*.
From Australia, &c., via S.S. *Shannon*.
From Persian Gulf, &c., via S.S. *N. and B. P. S. N. Co.'s Steamers*.
Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.
Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 21st July, 1899. [1-w 5]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENVENUE,"
FROM ANTWERP, LONDON AND STRAITS.
Consignees of Cargo are hereby notified that all Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 7th August, or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the GIBB, LIVINGSTON & Co., Agents.
Hongkong, 24th July, 1899. [966a]

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PRINZ HEINRICH."
THE above named Steamer having arrived, Consignees of Cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st August, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 1st August, and THURSDAY, the 3rd August, at 9.30 A.M.
All Claims must reach us before the 11th August, or they will not be recognised.
Bills of Lading will be countersigned by the Underwriter.
No Fire Insurance has been effected.
MELCHERS & Co., Agents.
Hongkong, 25th July, 1899. [942a]

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to rent.
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No Fire Insurance has been effected.
MELCHERS & Co., Agents.
Hongkong, 25th July, 1899. [942a]

Intimations.

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of SEVENTY FIVE CENTS per Share for the Six months ending 30th June, 1899, will be PAYABLE on the 30th instant, on which date DIVIDEND WARRANTS may be obtained on Application at Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED on the 27th and 28th instant.
By Order of the Board of Directors.
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
General Agents.
WEST POINT BUILDING CO., LTD.
Hongkong, 10th July, 1899. [902a]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY.

NOTICE TO SHAREHOLDERS.

THE SIXTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on MONDAY, the 31st July, at 12 o'clock Noon for the purpose of receiving a Report of the Directors, together with a Statement of Accounts declaring a DIVIDEND and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st instant inclusive.
By Order of the Board of Directors.
T. ARNOLD,
Secretary.
Hongkong, 13th July, 1899. [901a]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the Rate of 5 per cent. (Two Dollars and Fifty Cents per Share), for the Six Months ending 30th June, 1899, will be PAID to those Persons who are registered as Shareholders in the above Company on or before August 1, 1899.
The TRANSFER BOOKS of the Company will be CLOSED from 28th July to 3rd August, both days inclusive.
By Order,
EDWARD OSBORNE,
Secretary.
Hongkong, 19th July, 1899. [945a]

F. CAZANOVE, BORDEAUX.

GOLD MEDALS.

Bordeaux, 1882, Paris, 1889.

LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

This ELIXIR is employed with success to restore the FORCES of the STOMACH and FACILITATE the DIGESTION.

TONIC WINE

Of the Rev. Father A. KERMANN

MOKE-KINA OF DR. GÖLE

CREME DE MANDARINE

AVELINE ANISETTE SUPREME

Apply to

LAENDLER & Co., Paris.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA,

and

36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [942]

THE LEADING CATERERS.

COMPARE OUR

MENU, BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [939]

DUMINY & CO

CHAMPAGNE

EXTRA DRY

Carte D'Or

800

Carte Blanche

Billery

Demi 800

Chateau de

Charmilles

Maine et

M. OPPENHEIMER & Co., Paris.

MITSUBUSSI-KAISHA

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG, and all Ports in JAPAN.

Agents—

Milk, Coal Mines,

Ore, Coal Mines,

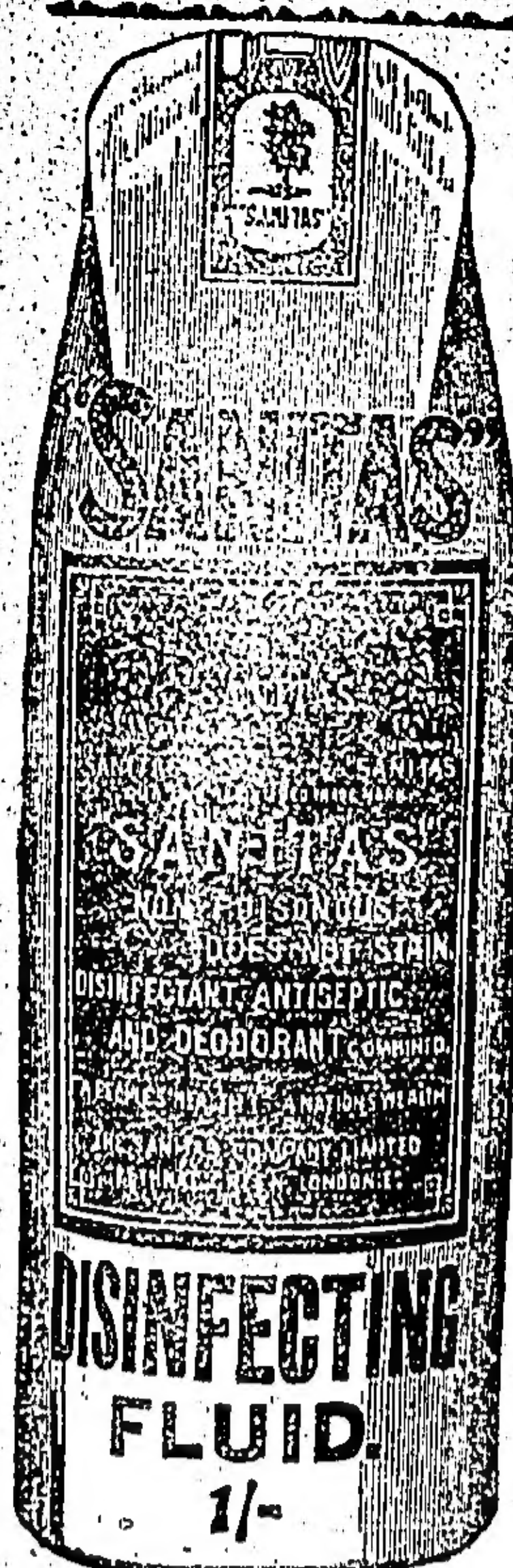
Kansai Coal Mines,

Tokyo Marine Insurance Co., Limited,

Meiji Fire Insurance Co., Limited,

Imperial Government Paper Mills, Japan,

Intimations.



ALSO
**POWDER,
SOAPS,
Sulphur (Fumigating)
Candles,**
AND
**ALL KINDS OF
DISINFECTANTS.**

"How to Disinfect."
Book sent FREE on application,
of ALL CHEMISTS, AND
THE SANITARY CO., LTD.,
BRUNNEN, 10, LONDON.

SERRAVALLO'S FERRUGINOUS QUININE. THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its
great STRENGTH-GIVING PROPERTIES and at
the same time being of an
EXQUISITE TASTE.
Sole Agents for Hongkong:
A. S. WATSON & Co.
Hongkong, 1st September, 1896.



Kananga Water the most deli-
cious and refreshing
Tonic Water. It renders the skin firm, relieves
monthly pains and imparts a delicate fra-
grance and feeling of comfort and freshness.

New Sensations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IKORA D'AFRIQUE EXTRACT
RIGAUD'S LILY OF THE VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE OF CHAMILLE EXTRACT
8, RUE VIVIER, 8, PARIS

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours:
GERARD C. TOBEY, American bark, J. F.
Sunlight—By Order

EXCHANGE

Hongkong, 26th July.
ON LONDON, Telegraphic Transfer 1/11
Bank Bills, on demand, 1/11 11/16
Credits, 4 months' sight 1/10
On Berlin (demand) 1/10 1/2
ON PARIS, Bank Bills, on demand, 2/48
Credits, 4 months' sight 2/48
ON NEW YORK, Bank Bills, on demand, 48 1/2
Credits, 30 days' sight 48 1/2
ON BOMBAY, Telegraphic Transfer 14 1/2
On demand, Telegraphic Transfer 14 1/2
ON SHANGHAI, Telegraphic Transfer 14 1/2
Private, 30 days' sight 14 1/2
ON YOKOHAMA, T.T. 14 1/2 per cent. prem.
Savings Bank's Buying Rate 110.10
Gold and 100 touch, per 100 32.50
Bar Silver 170.00
Dollar 77.00 per cent. prem.

The Share Market.

LATEST QUOTATIONS
(July 26th.)

Banks.
Hongkong and Shanghai Banking Corporation
—34 1/2 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
—1 1/2 buyers.
The Bank of China & Japan, Ltd.—(Deferred)—
—55 buyers.

Marine Insurances.
Union Insurance Society of Canton, Ltd.—\$32 1/2
China Traders' Insurance Co., Limited—\$62
North China Insurance Co., Ltd.—Tis. 190
Yantai Insurance Assoc. Ltd.—\$120
Canton Insurance Office, Ltd.—\$140
Straits Insurance Co., Ltd.—\$64

Fire Insurances.
Hongkong Fire Ins. Co., Ltd.—\$310
China Fire Ins. Co., Ltd.—\$80 sellers.

Shipping.
Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$32 1/2
Indo-China Steam Navigation Company, Ltd.
—\$62 1/2

China and Manila S.S. Co., Ltd.—\$91.
Douglas Steamship Co., Ltd.—\$56 sellers.
China Mutual S. N. Co., Ltd.—(Preference)—
—29.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
—25.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
—25.10 buyers.

Star Ferry Co., Ltd.—\$164.

Refineries.
China Sugar Refining Co., Ltd.—\$172 1/2
Luzon Sugar Refining Co., Ltd.—\$57

Mining.
Punjab Mining Co., Ltd.—\$14
Do. Preference Shares—\$2.50
Société Française des Charbonnages du Ton-
kin—\$24 1/2
Queen Mines Limited—\$0.50
Jelebu Mining and Trading Co., Ltd.—\$14
buyers.

Raub Allain Gold Mining Co., Ltd.—\$61 1/2.
Oliviers Freehold Mines, Ltd.—(A) \$7
Oliviers Freehold Mines, Ltd.—(B) \$6
Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$2

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—417
per cent. prem.
Hongkong and Kowloon Wharf and Godown
Company, Limited—\$97
Wanchai Warehouse and Storage Co., Ltd.—\$41
New Amoy Dock Co., Ltd.—\$15 1/2

Lands, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.
—\$9.75
Hongkong Land Investment and Agency Co.,
Ltd.—\$96 1/2 ex div.
Kowloon Land and Building Co., Ltd.—\$30
West Point Building Co., Ltd.—\$32 1/2
Hongkong Hotel Co., Ltd.—\$107
Humphreys' Estate and Finance Co., Ltd.—
—\$11 1/2

Miscellaneous.
Green Island Cement Co., Ltd.—\$28 1/2
China Borneo Co., Limited—\$ buyers.
A. S. Watson & Co., Limited—\$1
Hongkong Electric Co., Limited—\$1
Hongkong and China Gas Co., Ltd.—\$30
Hongkong Rope Manufacturing Co., Ltd.—\$18 1/2
Geo. Fenwick & Co., Ltd.—\$43
Hongkong Ice Co., Ltd.—\$122 ex div.
Hongkong High-Level Tramways Co., Ltd.—
—\$145
Dairy Farm Co., Limited—\$54
Hongkong & China Bakery Co., Ltd.—\$25
Campbell, Moore & Co., Ltd.—\$11
Bells Asbestos Eastern Agency, Limited—\$1
nominal.
Bells Asbestos Eastern Agency, Ltd.—\$5
Carmichael & Co., Limited—\$8
Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$80
Ewo Cotton Spinning & W. Co., Ltd.—Tis. 70
International Cotton Mfg. Co., Ltd.—Tis. 70
Lau-ung-mow Cotton Spinning & Weaving
Co., Ltd.—Tis. 70
Soy Chee Cotton Spinning Co., Ltd.—Tis. 350
Yahloong Cotton Spinning Co., Ltd.—Tis. 55
Tebrau Planting Co., Ltd.—\$4 per share.
Tebrau Planting Co., Ltd.—\$5
BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

VISITORS AT THE WINDSOR HOTEL.

Mr. Almond Mr. W. Bray
Mr. F. M. Bell Mr. M. Pardo
Mr. L. Berthelin Mr. H. Rees
Mr. and Mrs. E. C. Mr. G. W. Spencer
Borghesi Mr. and Mrs. Varné

VISITORS AND RESIDENTS AT THE
PEAK HOTEL.

Dr. and Mrs. N. M. S. Hon. G. Hamilton
Beede Lord & Lady Hunting-
don
Mr. H. F. R. Braynes Mr. H. W. Jeffries
Mr. H. Brown Capt. F. Koford
Mr. P. Bure Mr. J. Lamke
Capt. van Corbach Mr. J. Lawton
Mr. G. H. Darr Mr. J. E. Lee
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Davis and child Mrs. C. W. Longuet
Mr. A. L. Denison Mrs. R. Mitchell
Mr. P. Dow Hon. H. E. Pollock
Col. G. J. H. Evans Capt. H. V. Prynn
Mr. R. M. Ezekiel Mr. F. Ryan
Mr. A. Forbes Mr. A. Sinclair
Lt. Col. A. B. Fraser Mr. M. Stuart
Mr. M. E. P. Frost Mr. A. G. Stokes
Colonel E. H. Gorges Mr. A. P. Stokes
Mr. H. W. Gye Mr. G. H. Wheeler
Lieut. R. P. Hobson Mrs. Wilson
U.S.N. Mr. C. Wilson
Staff Surgeon and Mrs. Mr. H. Wilson
W. E. Hope Mr. W. Wilson

CRAIGIEBURN.

Mr. H. Silves Ar. Han and Mrs. R. D.
Capt. W. H. Bland Onsmby
R.A. Miss Ormby
Rev. F. Flynn, R.N. Mr. A. J. Richardson
Mr. and Mrs. George Capt. C. B. Simmonds,
Dr. Hardy R.A.
Mrs. E. Jones and Mrs. Simmonds
Major J. S. Long Mr. and Mrs. W. E.
D.A.A.C. Consul Valpolicci
Major N. M. Morris Madame Valpolicci
R.A. Mr. and Mrs. Horace
Mrs. Morris Wednes

VISITORS AT THE HONGKONG
HOTEL.

Mr. J. H. Alden Mr. C. H. Kent
Miss Rose Anderson Mr. and Mrs. Klebe
Mrs. John Angus Mr. Kinghorn
Mr. W. S. Bailey Mr. J. Kirkwood
Mr. B. J. Barlow Capt. Kyeisch
Mr. W. J. Blackhall Mr. and Mrs. J. E.
Miss Borredo and Lambie
governess Mr. J. Lam
Mr. and Mrs. A. H. Mr. E. A. Leggett
Bottenheim Mr. Leon A. Lévy
Mr. T. F. Bungdorff Mr. J. L. Loveland
Capt. Burns Mr. Mayston
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Dr. and Mrs. F. W. Mr. P. E. Obrien Butler
Clark Mr. G. H. Poindell
Mr. A. W. Cross Mr. W. Parfitt
Mr. W. Davis Mr. and Mrs. A. H.
Mr. and Mrs. Fernandes Rennie
Mrs. G. E. Gelm Mr. S. J. Robbins
Mr. and Mrs. K. Gibson Mr. R. P. Saunders
Capt. Goddard Mr. H. Schoalred
Major and Mrs. Griffin Mr. John Shand
Mr. H. Gimes Mr. H. Simmonds
Mr. R. J. Hall Mr. S. A. Spagnolo
Mr. and Mrs. Hanisser Mr. S. A. Thomas
Mr. G. Havers Mrs. T. E. De Witt
Mr. B. J. Henderson Veeder
Mrs. Hillman Mr. W. Whitley
Mr. T. Howard Mr. and Mrs. A. W.
Mr. Wm. K. Hughes Whitlow
Mr. G. L. Hummel Mr. J. E. Williams
Mr. Jackson Mr. A. B. Wilson
Major and Mrs. Jeffreys Mr. W. Wilson
Mr. and Mrs. Joseph

VESSELS IN PORT.

Steamers.
ATAPA, British steamer, 2,393, Leavy, 19th July,
—New York 24th May, and Colombo 5th
July, Oil—Standard Oil Co.
CARMARTHENSHIRE, British steamer, 1,878,
Beach, 24th July, —Mojil 17th July, Coal.
—Butterfield & Swire.
CHELYDRA, British steamer, 1,568, J. J. Coats,
Davies, 21st July, —Calcutta, via Penang
and Singapore 15th July, General—
Jardine, Matheson & Co.
DEWANGONG, British steamer, 1,057, Richard
Curry, 22nd July, —Bangkok 14th July,
and Koh-si-chang 16th, General—Yuen
Fat Hong.
GODAVEREY, French steamer, 713, Orsim, 1st
April, —Saigon 25th March, General—
Chine.

GUTHRIE, British steamer, 1,495, W. G. Mc
Arthur, 22nd July, —Melbourne 3rd June,
Newcastle 7th, Sydney 20th, Moreton Bay
22nd, Cleveland Bay 25th, Cairns 26th,
Cooktown 27th, Thursday Island 29th,
Port Darwin 3rd July, Timor 6th, and
Manila 19th, General—Gibb, Livingston
& Co.
HAIL, French steamer, 377, W. Bast, 23rd
July, —Fochow 20th July, General—
A. R. Mary.
HAILONG, British steamer, 783, A. J. Robson,
16th July, —Swatow 15th July, General—
Douglas, Laprak & Co.
HOIHAO, French steamer, 509, J. C. Gerard,
24th July, —Pakhoi 21st July, and Hoihov
23rd, General—A. R. Mary.
HOLSTEIN, German steamer, 1,103, M. Ipland,
7th July, —Saigon and July, Rice—Jessen
& Co.
KASUDA MARU, Japanese steamer, 2,214, E.
W. Haswell, 23rd July, —Thursday Island
14th July, General—Nippon Yusen
Kaisha.
KINSHU MARU, Japanese steamer, 2,459, W.
Brady, 18th July, —Mojil 14th July, Gene-
ral—Nippon Yusen Kaisha.
KWEIYANG, British steamer, 1,052, A. W.
Overbridge, 25th July, —Canton 24th July,
General—Butterfield & Swire.
MARIE JESSEN, German steamer, 1,771, T. C.
Mathieson, 23rd July, —Hongay 20th July,
Coal—Jensen & Co.
MAUBANG, British steamer, 1,643, P. M. B.
Lakes, 15th July, —Sandakan 8th July,
Timber—Jardine, Matheson & Co.
FRIZ HENRICH, German steamer, 3,002, O.
Cippers, 24th July, —Bremen 14th June,
and Singapore 20th July, Mails and Gene-
ral—Melchers & Co.
TACOMA, American steamer, 1,689, Andrew
Dixon, 20th July, —Tacoma, Wash. U.S.A.
21st July, General—Doddwell & Co.
TSING TAI, British steamer, 1,150, O. Anderson,
25th July, —Eggen 23rd July, Ten-
—Butterfield & Swire.
YEDO MARU, Japanese steamer, 1,668, S.
Saito, 22nd July, —Saigon 18th July, Rice
and Flour—Doddwell & Co.

Sailing Vessels.

DRUMBURTON, British 4-mast ship, 1,773,
Spurring, 29th June, —Seattle, Wash. 24th
April, Flour—Mr. C. Richardson.
G. C. TOBEY, American bark, 1,390, J. F.
Sherry, 7th May, —Tacoma 7th Nov.,
Timber—Order.
IVV, American ship, 1,181, H. J. Halseid, 27th
June, —Singapore 9th June, Timber—
Order.
LADY MITCHELL, British schooner, 754, S.
Mugford, 9th July, —Saigon 3rd July, Rice—
Meyer & Co.
P. N. BLANCHAN, American bark, 1,503, N. W.
Blanchan, 11th June, —Chefoo 12th May,
Ballast—Captain.
STANLEY, British bark, 576, Wilson, 2nd
July, —Saigon 24th June, Timber—Master.
TAM O'SHANTER, Am. ship, 2nd class, Ballast,
15th June, —Yokohama 24th May, Ballast—
Arnold, Karberg & Co.

HER BRITANNIC MAJESTY'S SHIPS.
ON THE CHINA STATION.

Hongkong, 26th July, 1899.
Alacrity, despatch vessel, 1,700 tons, 10 1/2 p.d.,
8 1/2 guns, 3,000 h.p., Commander A. H.
Smith-Dorrien, Wei-hai-wei.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Com. E. J. Slade, Fochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H.
Bayly, Wei-hai-wei.
Barfleur, 1st class battleship, 13,000 tons, 14
guns, 13,163 h.p., Captain Hon. S. C. J.
Colville, C.R. Yokohama.
Bonaventura, 2nd class cruiser, 4,300 tons, 18
guns, 9,000 h.p., Capt. R. Montgomerie,
Shanghai.
Britia, British cruiser, 1,770 tons, 6 guns, 5,600
h.p., Capt. Wray, Wei-hai-wei.
Centurion, 1st class battleship, 10,900 tons, 14
guns, 13,000 h.p., Captain R. J. Jellicoe,
Wei-hai-wei.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,
Comdr. C. W. Ingham, Nagasaki.
Ext, coast defence gunboat, 353 tons, 3 guns,
Comdr. J. B. Leitch, C.R. Changhai.
Fame, twin screw, torpedo-boat destroyer, 403
tons, 4,400 h.p., Lieut. Com. R. K. K. K.
Hongkong.
Flindrabard, 3rd class gunboat, 455 tons, 4 guns,
300 h.p., Hongkong.
Grafton, 1st class cruiser, 7,350 tons, 12 guns,
13,483 h.p., Capt. W. Fisher, en route,
Singapore.
Havily, twin screw, torpedo-boat destroyer,
1,000 tons, 4,400 h.p., Hongkong.
Havily, twin screw, torpedo-boat destroyer, 1,000
tons, 4,400 h.p., Hongkong.
Havily, twin screw, torpedo-boat destroyer, 1,000
tons, 4,400 h.p., Hongkong.

Thermion, 2nd class cruiser, 4,300 tons, 9,000
h.p., 18 guns, Capt. G. Callaghan, Amoy.
Rumber, storeship, 1,640 tons, 800 h.p., Com.
H. J. Davidson, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8
guns, 7,000 h.p., Capt. H. N. Dudding,
Wei-hai-wei.
Linnel, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Commander W. W.
Smythe, Shanghai.
Peacock, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut. Comdr. P. S. St. John,
Manila.
Phaia, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Com. R. P. Cochran, Singapore.
Pikmy, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut. Comdr. J. F. E. Green,
Hongkong.
Plover, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut. Comdr. S. V. V. De M.
Cowper, Fochow.
Powerful, 1st class cruiser, 14,200 tons, 25,000
h.p., Hon. H. Lambton, Wei-hai-wei.
Rattler, 1st class gunboat, 715 tons, 6 guns,
1,200 h.p., Lieut. Com. The Hon. G. A.
Hardinge, Fochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Fochow.
Tanager, receiving ship, 4,600 tons, Comdr.
Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3
guns, 200 h.p., Capt. A. C. Clarke,
Wei-hai-wei.
Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 h.p., Capt. A. C. Clarke,
Wei-hai-wei.
Victorious, British battleship, 14,900 tons, 32
guns, 12,000 h.p., Captain A. Schomberg,
Yokohama.
Waterwitch, surveying vessel, 620 tons, Com-
mander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer,
1,000 tons, 4,400 h.p., Lieut. Comdr. E.
Kelly, Hongkong.
Wiven, coast defence ship, 2,750 tons, 4 guns,
1,000 h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35
36, 37 and 38, first-class; and 3 second-class
boats.

Miscellaneous.
Amerigo Vesputius, Italian cruiser, 1,200 tons,
Capt. Zezi, Singapore.
Bengo, Portuguese gunboat, 462 tons, 3 guns,
400 h.p., Lieut. Com. Marques, Macao.
Elna, Italian cruiser, 3,530 tons, Capt. G.
Giordani, Shanghai.
Kaiserin Elizabeth, Austrian cruiser, 4,064
tons, 9,000 h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr.
Cunha, Macao.
Marco Polo, Italian cruiser, 1,457 tons, Captain
Ed. Incomvati, San Mun.
Stromboli, Italian cruiser, 3,359 tons, Captain
Cantantini, Shanghai.

**FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.**
The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser,
5,000 tons twin screw, 36 guns, 9,100 h.p.,
Captain Molas, at Port Arthur.
Alceus, Russian gunboat, 870 tons, 8 guns, 760
h.p., Captain Elksky, at Vladivostok.
Bobbe, Russian gun-vessel, twin screw, 950 tons,
13 guns, 1,150 h.p., Captain Boisman, at
Nagasaki.
Dmitri Donaskoy, Russian armoured cruiser,
5,893 tons, twin screw, 34 guns, 7,000 h.p.,
Com. Witthoff, at Vladivostok.
Goldamir, Russian gunboat, 400 tons, twin
screw, 18 guns, 3,500 h.p., Capt. Serebren-
nikoff at Vladivostok.
Grunitsky, Russian armoured cruiser, 1,492
tons, twin screw 12 guns, 2,000 h.p., Capt.
Boubenoff, at Port Arthur.
Koreity, Russian cruiser, 1,200 tons, 9 guns,
2,150 h.p., Capt. Serebrennikoff, at Port
Arthur.
Kreysler, Russian cruiser, 1,300 tons, 18 guns,
1,800 h.p., Capt. Zvinsky, at Singapore.
Mandour, Russian cruiser, 1,213 tons, twin
screw, 14 guns, 1,500 h.p., Capt. Kachaloff,
at Vladivostok.
Navarin, Russian battleship, 10,000 tons, 10
guns, 9,000 h.p., Captain Tenrich, at
Vladivostok.
Nayadoff, Russian cruiser, 1,334 tons, 14 guns,
1,800 h.p., Capt. Zarine, at Port Arthur.
Orskoy, Russian armoured cruiser, 1,490 tons,
twin screw, 12 guns, 2,000 h.p., Captain
Coplandoff, at Nagasaki.
Pamiat Ayova, Russian cruiser, 6,000 tons, 35
guns, 8,000 h.p., Captain Virensin, at
Vladivostok.
Rostia, Russian armoured cruiser, 12,200 tons,
Capt. Domojoff, at Port Arthur.
Rurik, Russian flag ship, 10,940 tons, armoured
twin screw cruiser, 1st class, 44 guns,
13,500 h.p., Capt. Groupt, at Port Arthur.
Silach, Russian gunboat, 4 guns, 1,200 h.p.,
Capt. Baranoff, at Vladivostok.
Sisak, Russian gunboat, 10,000 tons, 10
guns, 8,500 h.p., Capt. C. Parnayoff, at
Port Arthur.
Svostoch, Russian gunboat, 950 tons, twin
screw 13 guns, 1,200 h.p., Capt. Astromoff,
at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000
tons Prince Ouchimalky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650
h.p., Com. Molchousky, at Vladivostok.
Vladimir, Russian torpedo boat, 400 tons, 18
guns, twin screw, 3,500 h.p., Capt. Rogulif,
at Vladivostok.
Yakov, Russian gunboat, 16 guns, 890 h.p., at
Vladivostok.
Zababka, Russian cruiser, 1,230 tons, 20 guns,
2,000 h.p., Capt. Shkurff, at Port Arthur.

RUSSIAN TORPEDO-BOAT FLOTILLA.
(SEA GOING.)

Borpo, 1st class, Russian torpedo boat, 81 tons,
3 guns, 2 torp tubes, 1,100 h.p., speed 21
knots.
Reut, 1st class, Russian torpedo boat, 96 tons,
3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Sergay, 1st class, Russian torpedo boat, 60
tons, 3 guns, 2 torp tubes 780 h.p., speed
19 1/2 knots.
(1st and 2nd class.)
Forti, Russian torpedo boat, 23 tons, 1 gun,
2 torp tubes, 10 knots.
Janichich, Russian torpedo boat, 87 tons, 4
guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns,
1,200 h.p., 22 knots.
Novopriyut, Russian torpedo boat, 87 tons, 4
guns, 2,000 h.p., 22 knots.
Podorovnik, Russian torpedo boat, 23 tons, 1
gun, 200 h.p., 10 knots.
Stik, Russian torpedo boat, 23 tons, 1 gun, 220
h.p., 16 knots.
Skorkin, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sootshina, Russian torpedo boat, 87 tons, 4 guns,
970 h.p., 19 knots.
Sterlad, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Strau, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.
Usur, Russian torpedo boat, 140 tons, 4 guns,
1,800 h.p., 22 knots.
1st Flagship of Vice Admiral Alexieff.
1st Flagship of Rear Admiral F. V. Dubosoff.
1st Flagship of Rear Admiral R. V. Dubosoff.

THE GERMAN SQUADRON.

Arcana, German cruiser, 2,370 tons, 20 guns,
2,400 h.p., Captain Benke, at Singapore.
Cormoran, German cruiser, 1,640 tons, 18 guns,
2,700 h.p., Comdr. Brunsat, at Friedrich
Wilhelmshaven.
Gefion, German cruiser, 2,207 tons, 25 guns,
9,000 h.p., Capt. Fehenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38
guns, 5,360 h.p., Capt. Plachet, at Swatow.
Irene, German cruiser, 4,400 tons, 22 guns,
8,000 h.p., Capt. Obenheimer, at Fochow.
Kaiserin Augusta, German cruiser, 6,000 tons,
12 guns, 12,000 h.p., Captain Culich, at
Manila.
Kultur, German flag ship, 7,676 tons, 28 guns,
7,800 h.p., Captain Stuenkel, at Wei-
hai-wei.
Mogve, German surveying vessel, 970 tons,
Captain Korvetten, at Amoy.
Prinzess Wilhelm, German cruiser, 4,400 tons,
22 guns, 8,000 h.p., Captain Truppel, at
Kiaochow.
1st Flagship of Rear-Admiral von Diederichs.
Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,242 tons, 12 guns,
10,064 h.p., Capt. N. M. Dyer, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns,
3,435 h.p., Comdr. E. D. Taussig, Manila.
Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030
h.p., Capt. Whiting, Nagasaki.
Buffalo, U.S. converted cruiser, 6,888 tons, 6
guns, 3,600 h.p., Comdr. J. N. Hemphill, at
Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p.,
Lieut. Benjamin Tappan, at Manila.
Casline, U.S. gunboat, 1,177 tons, 8 guns, 2,199
h.p., Comdr. S. W. Swinburn, at Manila.
Celle, U.S. supply ship, 6,428 tons, 1,850 h.p.,
Lieut. Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 1,730 tons, 8 guns,
6,666 h.p., Capt. W. H. Whiting, at
Manila.
Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003
h.p., Lt. Com. J. B. Briggs, at Manila.
Culgo, U.S. supply ship, 7,000 tons, 2,350 h.p.,
Lieut. Comdr. J. W. Carlin, at Manila.
Helen, U.S. gunboat, 1,397 tons, 8 guns, 1,888
h.p., Comdr. W. T. Swinburn, at Manila.
Iris, U.S. distilling ship, 5,000 tons, 1,300 h.p.,
Lieut. Comdr. N. T. Houston, at Manila.
Manila, U.S. gunboat, 1,077 tons, 2 guns, 750
h.p., Lieut. Comdr. Frederic Singer, at
Manila.
Monadnock, U.S. double-turret monitor, 3,990
tons, 6 guns, 3,000 h.p., Comdr. H. E.
Nichols, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns,
1,850 h.p., Com. G. A. Bicknell, at Shanghai.
Montevideo, U.S. double-turret monitor, 4,684
tons, 4 guns, 2,444 h.p., Comdr. E. H. C.
Leute, at Manila.
Nanshan, U.S. collier.
Olympia, U.S. flag ship, 1,760 tons, 14 guns,
17,313 h.p., Capt. B. P. Lambert, at
Singapore.
Oregon, U.S. 1st class battleship, 10,288 tons,
16 guns, 11,111 h.p., Capt. A. S. Barker,
at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095
h.p., Comdr. G. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns,
800 h.p., Comdr. C. H. West, at Manila.
Yorktown, U.S. gunboat, 1,700 tons, 6 guns,
3,392 h.p., Comdr. C. S. Sperry, at Hong-
kong.
Yosemite, U.S. converted cruiser, 6,179 tons,
10 guns, 3,800 h.p., Capt. R. P. Leary, at
Manila.
Zafra, U.S. dispatch vessel.

JAPANESE MEN-OF-WAR.

Battleships.
Yashima, 1st class, 12,460 tons, 38 guns, 14,000
h.p., at Yokohama.
Fuchi, 1st class, 12,450 tons, 38 guns, 14,000
h.p., at Nagasaki.
Chikuma, 1st class, 7,330 tons, 22 guns, 6,200
h.p., Yokohama.
Coast Defence Ships.
Matsushima, 1st class, 4,777 tons, 35 guns,
5,400 h.p., at Manila.
Hatsushima, 1st class, 4,777 tons, 35 guns,
5,400 h.p., at Nagasaki.
Hashidate, 1st class, 4,777 tons, 35 guns, 5,400
h.p., at Shimizu.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035
h.p.
Hyey, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.,
at Kobe.
Hiei, 2nd class, 2,600 tons, 13 guns, 2,400
h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons,
30 guns, 15,500 h.p.
Chiosse, protected cruiser, 1st class, 4,978 tons,
30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 tons,
30 guns, 8,500 h.p.
Yoshino, protected cruiser, 1st class, 4,150 tons,
32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,709 tons,
24 guns, 17,200 h.p., at Manila.
Tatsushima, protected cruiser, 1st class, 3,700
tons, 24 guns, 17,200 h.p.
Chiyoda, protected cruiser, 1st class, 2,450 tons,
27 guns, 5,500 h.p.
Takasago, protected cruiser, 1st class, 2,450
tons, 30 guns, 10,000 h.p., at Manila.
Akikusa, protected cruiser, 1st class, 3,150
tons, 25 guns, 8,500 h.p.
Suma, protected cruiser, 1